



SNETTERTON

Despite the forecast of sunny weather, it was a very damp track and customary overcast sky that greeted the 84 drivers to Snetterton on April 5th for the "Bymac Windows Spring Championship".

With scrutineering finishing just at the right moment the Juniors led off practice right on schedule. Many drivers ran wet tyres but it was those who chose slicks who saved themselves from having to swap tyres later on as the track steadily dried, so, by the time the final practice session finished the track was in ideal racing condition.

Juniors. At 12.30 the starters flag was raised and the Juniors despatched onto the circuit to get the afternoons racing underway.

Howard Rogers left everyone in no doubt of his intention as he powered away to a very impressive win. Nick Palmer, was the best of the chasing pack, finishing comfortably ahead of the first 'Britains', C. Duncan and S. Hunt. Ian Saville took a fairly untroubled win in heat 2 after Rogers had spun on lap 5, when nicely placed in 2nd. His place was eventually taken by Duncan followed by A. Hall, P. Woolford and S. Wilson. Rogers was back to his irresistible best in heat 3, winning very much as he pleased. Adam Moody held 2nd throughout while Palmer handed 3rd place to Saville when he spun on lap 7.

As the flag went up for the final it was Saville who managed to grab the lead from Rogers, Duncan, Moody and Palmer. Saville found himself under tremendous pressure from Rogers for four laps before finally succumbing, spinning out to rejoin at the back of the pack. This pro-

moted Duncan and Moody to 2nd and 3rd, where they stayed to the flag, though well behind the flying Rogers.

100 Britain/National Novice. Heat 1 seemed a formality for P. Hunt when P. Richardson dropped out on lap 6, but novice, Mark Dunham produced a superb drive to catch and pass Hunt on lap 9 to take a well deserved win. Charlie Goff led heat 2 briefly before losing his position to Hunt, who then threw away his advantage when he spun on lap 5. Nigel Goff inherited 1st place and with Charlie content in 2nd this is how they finished, with Richardson 3rd after a good drive and novice, Charles Taylor in 4th. Heat 3 was led all the way by Nigel Goff from Richardson while 3rd place was taken by Hunt, having passed Charlie Goff on lap 3. Dunham once again produced a good drive from the back to finish 5th.

Sitting on pole for the final was Charlie Goff with Hunt on grid two while Nigel Goff and Richardson occupied the second row. From the flag it was Nigel who made 1st place his own, going on to win by 50 metres. Second place was not so cut and dried as Charlie and Richardson were locked together in a terrific scrap. Charlie held 2nd for two laps before Richardson went by. On lap 3 he was back in front, pulling out a small gap from Richardson, who, despite trying everything he knew could not quite match Charlie for experience, and was forced to be content with his 3rd place.

To be concluded next issue.

THE COBRA 250

Bill Sisley has always been a specialist for the 100cc classes, apart from exporting 125s, but now he has turned his attention to 250 International so we will start to see the Cobra name on the long circuit scene. It has a wheelbase of 110cm and the frame is totally new with no allegiance to other models. It is made from 1 1/8" T45 tubing and is Sif-bronze welded with arc welding used on the stub axles. Angled tubular braces run forward from the steering hoop cross member to the side rails for increased stiffness and a tube reinforces the former hoop by running forwards ahead of the steering column to resist the bending action of changing gear. Both rear seat stays are triangulated whilst the right front comes from the side rail. There is no conventional rear cross member but instead there is a high bridge structure which leaves an unobstructed path for the upswing of the ground effect tray. The 30mm rear axle runs in two bearings using an expensive bronze alloy housing. The brakes are KP with dual master cylinders, the front discs being 7" and the rear 7 3/4". The bodywork options include a one-piece glassfibre undertray, Renault-type wing and end plates, side pods and tanks, and various nose cones. The example illustrated is equipped with a Yamaha YZ but mounts can be provided to take other units including the Rotax. At its first outing at Lydden for an initial shake-down, the Cobra 250 scored two 2nds — a most auspicious debut and a batch are in course of building to satisfy export orders already received.